

1997, a bigger increase than Democratic Congresses passed in fiscal years 1993, 1994 or 1995. This is compromise?

Republicans are even agreeing to bust the caps on non-defense discretionary spending that George Mitchell, Dick Gephardt and President Clinton were forced to agree to in 1993. And one more thing: Mr. Kasich and friends have agreed to continue, through 2002, the rule that requires that any tax cuts be offset either by tax increases or cuts in entitlements. They can't be offset merely by cuts in "discretionary" spending accounts such as arts funding or legal services.

The practical effect of this is to make future tax cuts all but impossible as a political matter. Republicans will never try to cut taxes by cutting entitlements, or at least they'll never see it through if they try. It also makes discretionary cuts that much more difficult to pass, because it means such cuts can't be used to return money to taxpayers. Instead, if Congress ever does zero out, say, the National Endowment for the Arts, the money will merely get absorbed back into the broader budget. So why should Congress bother to cut any spending, since all of the political pressure will come from those who oppose the cuts?

As for entitlements, we've already written about the lack of any real Medicare reform. But we can't let pass without notice that Republicans have agreed to accept the same Trust Fund sleight of hand they denounced when the President proposed it in February. This is the transfer of fast-growing home health care costs away from the Trust Fund (financed by the payroll tax) onto the general revenue budget. This ruse allows the pols to claim the trust fund is "secure for 10 years" when all they've done is reshuffle the accounts and put the financial burden onto all taxpayers.

And, lest we forget, Mr. Kasich and friends are hailing the budget deal's \$85 billion in "badly needed tax relief." But that number is so small, in comparison with \$8 trillion in federal revenue over five years, that Republicans will have a hard time satisfying all of their constituents. Mr. Gingrich has been privately promising "historically accurate" scoring for the tax cuts, which would mean that a capital gains cut would arise more revenue than it lost. But we'll believe that when we see Republicans finally show the guts to do it.

Here and there a few Republicans are stepping up to speak honestly about all of this. David McIntosh, a sophomore from Indiana, was planning to offer an amendment on the House floor last night to spend less on discretionary accounts in return for larger tax cuts. And Phil Gramm of Texas may offer something similar in the Senate today. But with the Clintonized GOP leadership massed against it, neither effort can do much more than educate the country about what is really going on here.

The political truth about this budget is that Republicans are selling out their agenda in return for President Clinton's blessing. They want cover against Dick Gephardt and AFL-CIO attacks in 1998. And we can even understand their reluctance to fight Bill Clinton. But do they also have to emulate him?

TRIBUTE TO M. SGT. MICHAEL G.
HEISER

HON. TILLIE K. FOWLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mrs. FOWLER. Mr. Speaker, I ask my colleagues to join me today in honoring the mem-

ory of M. Sgt. Michael G. Heiser, USAF, who died serving his country on June 25, 1996, in the bombing of the Khobar Towers complex in Dhahran, Saudi Arabia.

Master Sergeant Heiser entered the Air Force in 1979 and was a member of the Air Force Academy class of 1984. He traveled extensively in his Air Force career; he accompanied then-Chancellor Helmut Kohl to Berlin in November of 1989 when the Wall came down, and he was on the first United States plane escorted and allowed to land in free Russia. Master Sergeant Heiser was awarded the Academic Achievement Award and the Distinguished Graduate Award in 1993 at Kiesel NCO Academy and in 1995 he was selected as the Aircrew Member of the Year in Europe. After he reentered the Air Force enlisted ranks, he became one of the most decorated enlisted men in the Air Force.

Master Sergeant Heiser flew more than 10,000 hours in 9 years while he was based in Europe, and in 1996 was assigned to Patrick Air Force Base in Florida. Shortly afterwards, he was sent to Saudi Arabia with his squadron, whose motto is "So Others May Live."

Master Sergeant Heiser was killed in the line of duty in Dhahran, Saudi Arabia, serving his country with honor and distinction. He was awarded the Purple Heart posthumously on June 30, 1996, which was accepted on behalf of their only child by his loving parents Fran and Gary Heiser, my constituents in Palm Coast, FL.

Next week, we will observe Memorial Day—the day our Nation sets aside for honoring our fallen heroes. In anticipation of that hallowed day, this week Mr. and Mrs. Heiser were presented with a Fallen Friend medallion in Palm Coast, FL. I ask all of my colleagues in the Congress to join me this Memorial Day in paying tribute to the ultimate sacrifice made by Michael and each of his brothers-in-arms who gave their lives at Dhahran in defense of our Nation's vital interests.

HONORING CAPT. LEROY A. FARR,
A LEADER WITH FEW EQUALS, A
GREAT AMERICAN

HON. CHRISTOPHER H. SMITH

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 22, 1997

Mr. SMITH of New Jersey. Mr. Speaker, I rise today to honor a very special friend and a true military leader, an all-American hero, U.S. Navy Capt. Leroy Farr.

Captain Farr is retiring from the Navy after 30 years of outstanding service to our country. He will be missed.

Mr. Speaker, I have deep respect and admiration for Captain Farr's character, commitment, and dedication. He's a doer, highly competent, yet modest. With his easy going manner, you just can't help liking the guy.

Capt. Leroy Farr has a diverse background in naval aviation and a distinguished one. Test pilot; landing signal officer; operations and maintenance officer; squadron commanding officer; air boss; program manager, and inspector general are some of the positions he has held. The veteran aviator graduated from the U.S. Naval Academy in 1967. He majored in mathematics and aeronautical engineering.

Ensign Farr attended North Carolina State University, receiving his master's degree in mechanical engineering in 1968. In April 1969, he earned the coveted naval aviation wings and entered the Light Attack community flying the A-7B. Lieutenant Farr served with VA-46, deploying twice with U.S.S. *John F. Kennedy* (CV-67).

In 1972, he was selected to attend the U.S. Air Force Test Pilot School at Edwards AFB, CA. In 1976, Lieutenant Farr attended the Armed Forces Staff College, Norfolk, VA. He went on to serve as project test pilot at the Pacific Missile Test Center, Point Mugu, CA. He returned to the A-7 Light Attack community for a tour with VA-83 at NAS Cecil Field, FL where he deployed with U.S.S. *Forrestal* (CV-59). In 1979, Lieutenant Commander Farr returned to shore duty with VA-174, the A-7 Fleet Training Squadron.

In 1980 Commander Farr went back to sea as executive officer and commanding officer of VA-37 flying the A-7E and deployed on both U.S.S. *Saratoga* (CV-60) and U.S.S. *John F. Kennedy* (CV-67). He began his air boss tour in 1983 on board U.S.S. *John F. Kennedy* (CV-67).

Commander Farr was assigned to Naval Air Systems Command headquarters in Washington, DC in 1985. There he served as a branch head in the Test and Evaluation Division, then as the unmanned air vehicle class desk officer in Weapons Engineering Division.

From 1987 through 1990, Captain Farr commanded the Naval Weapons Evaluation Facility in Albuquerque, NM. He was again assigned to Naval Air Systems Command Headquarters, first in the Inspector General's Office, then as head of the Ship and Shore Installations Division. In July 1992, Captain Farr was named program manager for the new established Aircraft Launch and Recovery Equipment Program (PMA251).

He became commanding officer of the Naval Air Warfare Center Aircraft Division Lakehurst, June 1993. I am especially grateful for the critical role he played in saving Lakehurst from closing.

Lakehurst, Mr. Speaker, is the heart of naval aviation. It is a unique, one-of-its-kind, world-class facility whose primary function is to ensure that aircraft safely launch and recover from the deck of a carrier or other platform, and that support equipment assist in the service of planes, parts, and ordinance at sea. The safety and success of every single naval aircraft depends on the work and skill housed at Navy Lakehurst.

Despite its military value, the Department of Defense erroneously targeted Navy Lakehurst for closure—and then for a radical realignment. As part of the realignment scenario, the critical manufacturing, design, and research that goes on at Lakehurst was to be split apart and relocated at other bases.

As commanding officer of Lakehurst, Captain Farr was undoubtedly between a rock and a hard place. He knew the facts. But as a Navy officer, Captain Farr could not and would not violate his chain of command. At the same time, as a captain, a pilot, a former air boss and the current commanding officer of Navy Lakehurst, Captain Farr knew better than anyone just how devastating the close Lakehurst scenario would be for national security and pilot safety.

It was an unusual situation where one's own military command was supporting a plan not in